The Union Pacific Railroad-An Interesting History.

A correspondent of the Chicago Republican, who accompanied the recent excursion party over the Union Pacine Railroad to the one hundreith parallel of longitude, has written a full account of the road, which is of such interest that we copy the material parts. It should be premised that another Pacific Railroad is in rapid progress due west from Kansas City, two hundred miles south of the Platte Valley route, described below. This lower route is the one in which St. Louis has the most interest, as it is an extension of the Pacific Railroad of Missouri, The directors of each of these roads are striving vigorously to reach the mountains with their tracks before the other.

The Republican's correspondent says:-

ROUTE OF THE UNION PACIFIC RAILROAD. The Union Pacific Railroad, commencing at Omaha, follows the valley of the Platte river for five hundred and fity miles, or to the base of the Rocky Mountains. Omaha, upon the Missouri river, is nine hundred and sixty-eight (barometer) feet above the level of the sea. One mouth of the Platte is fifteen miles below Omaha, and to reach the Platte valley the road Omaha, and to reach the Platte valley the road makes a detour nine miles southwest, and then follows the natural valley formed by this river. Partaking of the nature of a prairie, the valley, so it extended westward, has been for many years considered an arid plain. It covers an area of about five thousand square miles, and varies in width from three to twenty miles. North of the valley the country is a rolling prairie, gradually decreasing in fertility as it extends northwesterly to the British provinces, where the intense rigor and length of the winter and the sandy roll have almost entirely destroyed all vegetable life.

The railroad follows the north bank of the Platte for three hundred miles, and then crosses

Platte for three hundred miles, and then crosses the North Fork, and keeps up the north side of the South Fork to its headwaters at the foot of the Rocky Mountains. There are but five bridges of any size until the Rocky Mountains are reached. The first is over the Elkhorn, one hundred miles east of Omana, and is a truss bridge of the most approved pattern, built upon stone piers, that will last for half-a-dozen cen-turies. Similar bridges have been built over Swell creek, the Loup Fork, the Wood river, and the North Fork.

No streams of any size flow into the Platte from the south side, the natural tendency of all streams of this value being to run southward. No attempt has ever been made to navigate the Platte, or to improve it for navigation. It is a rapid stream, spread over a very large surface of ground, very shallow, and yet so full of quicksands as to render it unfordable. Its banks are continually changing from side to side, owing to the washing of the sand, as in the Missouri. Unlike the latter, however, it never has freshets, and never inundates its banks. Its rise and fall is limited to six inches. The water is never clear, but of a muddy, sandy character, caused by the washing of its banks.
For practical illustration it may be said that

the Platte, rising in the west, runs west to its mouth, in the Missouri river. Its tributaries rise in the north or northwest, and, running southeast, empty into the Platte. Its southern tributaries, Skull and Salt creeks, have clear water and rocky bottoms. It will be seen that nature has laid out the whole Platte valley into little valleys bisected with rivers and creeks at various intervals, and lined the river banks with the richest bottoms or valleys, covered with an alluvial soil, and varying in width from one to six miles. Timber of various kinds is found upon all the small streams. The cottonwood, however, prevails to the greatest extent. There is no doubt, were it not for the annual burning of the prairies and the grass upon the bottoms or valleys, the whole Platte valley would be covered with timber, as it is where the fire could not reach that we now find the oak, locust, cedar, and cottonwood; and it has been fully demonstrated in the various Western States that where the fire has been kept off a particular tract for three years, a strong growth of timber starts out, and in ten or twelve it is large enough for posts, rails, or general building purposes.

POPULATION OF NEBRASKA. Over two-inirds of the population of Nebraska Platte vailey, and the larges portion along the Missouri river. Out of fifty members of the Territorial Legislature, over thirty are elected south of the Platte.

The line of travel opened by the emigrants starting out from Omaha to cross the Plains to the gold mines of Colorado, the Mormon harems of Utah, and to the Pacific coast, have induced many tarmers or ranchemen to settle along the waron trail of the overland route. These found a ready market for their corn and cattle in the emigrants, and later in the mining regions of Colorado, which raised nothing to feed themselves. The Indians and the wolves have for many years reigned supreme on the route, and it was necessary for emigrants to travel in large bodies for self-protection, and for ranchemen to fortify themselves and build stockades for their cattle. These disadvan-tages but few were willing to meet, and consequently we now find settlers so rare upon these millions of fertile acres.

LAND GRANTS. The land grants of the Pacific Road are the mest ever given to a railroad:-One-half the land for twenty miles upon both sides, with the

right to locate at any point the amount they do not get on the last end, where the title is not now in the Government.

This will make them the owners of the entire

valley after they get out beyond the surveyed and located lands which probably do not extend over one hundred miles, for all lands on the then surveyed hne are withdrawn from the market until they get what they desire. So far, they have no lands taken up except at

whatever stations they needed for immediate use, and in locating these at random they are safe, for they will get the title whenever they desire it, and the cities, towns, villages, and farms are theirs to locate, to sell, and to build up. Durant can literally say, as he rides out with his iron horse into the wilderness and startles the Indian from his lair," I am monarch of all I survey; my rights there are none to

TIMBER FOR RAILWAY CONSTRUCTION.

When Dr. Durant announced, one year ago, that he wanted one million of cross-ties for immediate use, and three millions in two years, everybody laughed at the idea. "They must be had," he replied. "I will have them." Every source was applied to. Soon one party agreed to furnish a large lot, and another a lot, but they were bringing in cottonwood, a species of timber like unto a pumpkin or a cucumber, which looked well enough, but had a reputation for not being reliable over night; but the resources of man are as endless as his desires are boundless. "Bring on your cottonwood," said Durant, and up the Missouri, and down the Mis-souri, out of a thousand ravines and gulches rang the sound of the invader's axe, and soon came a perfect torrent of ties-ties of oak, of cedar, and of cottonwood.

THE "BURNSTIEING PROCESS."

To make the latter available, an iron boiler a hundred feet long and five feet in diameter was brought into requisition. It was filled with ties, and the apertures being closed, a steam engine exhausted the air, which emptied the pores of the wood, when a solution of zine was injected. which, permeating the fibres, hardens the wood, and in drying gives it well nigh a metallic actearance and weight, which guarantees its durability for about twelve years.

BIGHT HUNDRED AND PIFTY THOUSAND THE AND

TELEGRAPH POLES already have been laid by the company; 150,000 more must go down ere the work ceases for the winter-2500 to the mile, and extra for sidings. For fuel cottonwood was bought from eight to i welve dollars per cord at Omaha; and considerable was bought and delivered on the line of the road for a distance of one hundred and seventy-five mile, at prices varying from five to ten dollars per cord. Beyond that point no weed or ties could be had until a point was

reached distant two hundred and twenty-five miles, where wood is again found on the Figite and south of it, and bauled to the fractifier \$8 per cord for assorted kinds, and cross-ties for from \$1 to \$100. Two hundred and first miles from Omato, and south of the Platte, a found a belt of red cedar, about thirty miles found a belt of red cedar, about thirty miles wide and twenty-five miles long. From this the company have cut one hundred thousand cedar cross-ties and telegraph poles—enough for several hundred miles, and probably enough to reach the Rocky Mountains. This cedar grows in the catons, where it is most probable that the wild fowl have dropped the seed; an I, protected from fire and the cold, block, plercing winds, they have been nursed into life, and once securing a foothold, soon reared their heads to bid defiance to all the elements combined, and now they are found ready to make glad the hearts of the Pacific Railway pioneers.

THE WATER QUESTION. Water is easily reached all along the road by digging from eight to twenty feet. The company have constructed water stations at convenient distances, and with station houses of a size and character not excelled by any of our Eastern roads. The water is pumped up at pre-sent by hand, but the company will soon in-troduce windmills for that purpose, the per-petual winds that go bowling over the Plains fornishing all the necessary power.

RAILWAY SHOPS AND STRUCTURES. The company have built shops at Omaha for the construction and repairs of their cars and engines, that bid fair to rival, in efficiency and build, those of any of our Eastern roads. They are ail of brick, and are all so laid out as to enable the company to extend them indefinitely. The company are now running twenty-one locomo

tives, and the next summer will increase at to one hundred. They have now only three hundred cars, but in less than a year will have us for two thousand. By March next they will be able to turn out from their own shops at Omaha one car a day, and probably soon double and even treble that number.

THE DIVISIONS.

The road will be divided into working divi-sions or about one hundred and fifty miles each, and although the same cars will run from the Atlantic to the Pacific without any change of their freight, the engines will only run one division. From Omaha to the mountains there is to be no grade over thirty feet to the mile, and the trains made up there for the West go through just the same. On their return the all downgrade will enable them to bring back any quantity of coal or stone for ballasting the road. The first working division terminates at Grand Island, one hundred and sixty-five miles from Omaha. Here the company have nearly com-pleted a brick round-house for their engines, and shop for repairs. The next relay or end of division will be near Cottonwood, where similar brick buildings will be erected. The bricks are made at Omaba, although there is plenty of the finest brick-clay all along the road, upon the bluffs or terraces at the edge of the prairie bottoms. THE TRACK.

The loam and sand make an excellent bank for the track, and the surface, forming a kind of paste, does not easily turn into dust, and soon covers over with grass; thus in a great measure keeping down the dust, which is such a terrible plague to all travellers. It is the intention of the Company to ballast the entire length of the road with finely broken stone, similar to the Pennsylvania Central Railroad. On their reaching the Rocky Mountains they will send return loads of stone on all their construction trains.

AN AIR LINE. No road ever yet built runs on so straight a line as this. East of Columbus there is an air line of eighty miles, without the slightest deflec-tion; while in the last two hundred and fifty miles of track there is probably not twenty curves in the entire distance, not an embankment over twelve feet high, and not a cut over that depth, with only a bridge in a half day's ride. This road has every advantage that will enable it to make the fastest timeget any railroad in the world.

HIGH SPEED. On its return the late excursion train was composed of nine cars, and, to show the guests what could be done, it can at the rate of a mile a minute, or sixty miles per hour, for some time. Five hundred and fifty miles from Omaha to the mountains can be run in fourteen hours with perfect safety, and allow for passengers to stop and get meals and the engines to supply themselves with wood and water. From New York to Chicago, by way of Pittsburg, is 911 miles—time 30 hours; from Chicago to Omaha, by way of Northwestern, is 497 more, and time 22 hours; making 1958 miles in 75 hours, or three days from New York to Denver City. One week to go from Wall street, spend a day in a Colorado gold mine, and return to the Brokers' Board,

PROSECUTION OF THE WORK. But turning back to the end of the track reaching away out over the Plains, we find grading parties at work for a distance of a hundred miles beyond the end of the rail; seventy five miles are ready for the ties, except some small gaps that will be filled up in ample time. There is a bridge to be built over the north fork of the Platte, but that is already partly done, and will cause no delay.

The track has been laid this summer at the average rate of one mile and six-tenths per day

for every working day in the month, and makin no allowance for rainy days or want of material Three hundred miles of rails, chairs, etc., have been taken up the Missouri river this summer and landed at Omaha. More is on the way, but the freezing up of the springs that supply the Missouri river at its head will leave so little water in the channel as to stop navigation in ten days more. Before the work is stopped this month they expect to have three hundred and twenty-five miles in running order. By January 1 the Chicago and Northwestern will have completed their road to Council Bluffs, when all the future material of the Union Pacific will pass

through Chicago on the way to Omaha.

The item of freights up the narrow and tortu-ous channel of the Missouri has been an enormous one. To get engines and cars up from St. Joseph (from which point nearly all the freight was taken), a boat had to be constructed on pur-pose, and so built as to draw only three feet of water. It cost to transport engines from the shops in the East, where they were built, from \$1700 to \$2200 each, and cars from \$250 to \$1000 each. It is evident that all rail communication next summer will reduce the icem of freights from thirty to forty per cent. While no road has ever been so cheaply graded, none has ever been built under so many disadvantages and expenses, and the whole world may well look on with wonder at the almost magic build of two hundred and eighty six miles, now in running order. The wonder is increased as you look upon the map, and see it built afar off from any other railroad, and only the Missouri river to furnish a channel for supplies.

THE SURVEYS.

For the last six months the railroad company has had four corps of curineers feeling around for a pass through the Rocky Mountains. No route has yet been adopted. Colonel S. Seymour, consulting engineer of the company, and Gene-ral Bodge, chief engineer, have spent several weeks in the mountains, personally inspecting the various passes. They have just returned, and will soon be able to recommend a route. It and will soon be able to recommend a route. It is most likely that they will cross a hundred miles north of Denver City, where they can get along without tunnelling. Five separate routes have been surveyed:—Bertbond's Pass, west of Denver: Bolder Pass, twenty miles north of Denver: Cache-a-Pondre Pass, fity-five miles north of Denver; Crow Creek, Pass, seventy-five miles north of Denver; and Lodge Pole Creek Pass, one hundred miles north of Denver. The last three come out at the west side upon Pass, one hindred miles north of Denver. The last three come out at the west side upon Laramie Plains, and the two first upon the Middle Park. Lodge Pole Creek would be the shortest, but has a tunnel of a mile and a half in length. Crow Creek is the longest, but has no tunnel. Berthoud's Pass has a tunnel of about three

and half miles in length, and Bolder Pass one from four and a half to five miles long. The erest object now is to get the road built, and Cow Creek route having no tunnel, will

probably be adopted, and a branch run down to

Denver City. THE STACE BOUTES. Holladay's overland mail now starts, at Fort Holladay's overland mail now starts at Fort Kearney, one hundred and seventy-ave unless from Omaha, passengers and mails going that distance on the railroad. From Kearney the stages keep on the south side of the river Platte until they reach Denver City. A pontoon bridge has been sent up the road and will be thrown over the river at Cottonwood, and the connection with the road at Fort Kearney be abandored on November 5, thus saving eighty miles more of staging, and leaving only torty-eight hours of stages from the road to Denver cight hours of stages from the road to Denver City. When the road stons for the winter it will probably have reached Julesoury, and the transfer be made at that point, leaving about thirty-six hours of slages for the next three

THE GOVERNMENT COMMISSIONERS. The Pacific Railway is especially favored among American railway enterprises, because of the existence of natural obstacles and buts of undertaking that would restintally on any embarking of private capital in the work. It could not be built without Government aid. The Government has appointed its commis-sioners to supervise and examine every mile of track before it is accepted; and this was faithfully done by the commissioners present on the late occasion. Their functions are not an or-namental sinecure, as the history of their connection with the road abundantly shows; rail-road men all agree that it is well built. A but of history pertaining to the eastern division of the Union Pacific and Kansas route well idus-trates this. It was most scrupplously examined some months ago, and to the loss of contractors, but out of the controversy as to points of dif-ference of opinion grew the most important summoning in testimony ever gathered from railroad experts.

THE BUSINESS ASPECT. It is very difficult to estimate the business of the Pacine road. Colorado, Utah, and Montana have a population of probably a quarter of a million. In 1864 it was estimated, upon very carefully prepared data, that forty milions of pounds of freights were carried over the Plains in wagons. In 1865 it increased to two hundred millions of pounds, and employed 9000 wagons, 50,000 cattle, 16,000 horses and mules, and 10,000 men as drivers, guards, etc., making the cost for freights alone last year nearly enough to pay \$50,000 per mile for the construction of the road. Thousands of passengers were carried at \$100 per head from the Missouri river to Colorado, and \$350 to Salt Lake City. Now the Overland Stage Company charge \$125 from Omaha to Denver, \$250 to Salt Lake City, and about \$400 through to California. If the Pacific Railroad charge one half the present rates they will double and quadruple the reight and passenger business, and make the road prottable the first year—this independent of the business from the Atlantic to the Pacific, that will only commence when the road shall have been completed from ocean to ocean and the tide of the world's com-merce ebbs and flows through Chicago.

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LEGAL NOTICES. IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA.

Estate of JOSEPH J. MATTHIAS, deceased. The petition of CHIRSTIANA E. MATTHIAS, widow of said-deceasent with any raisement of property elected to be retained, has been filed, and will be approved by the Court on SATURDAY. November 17th, 1866, unless exceptions are filed thereto,

11 T witte J. A. BONHAM for Petitioner.

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Pittsburg Landing, Tenn. from 3 000 to 4 506
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Raboxville, " from 2,600 to 3,000
Commbia, " from 1,200 to 1,500
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Camp Neison, " from 1,200 to 1,500
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Chicago, " from 1,000 to 4,500
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Jefferson Barracks, Missouri, from 4,000 to 5,000
Jefferson Barracks, Missouri, from 100 to 200
Krot Leavenworth, "from 1,000 to 1,500
Davenport, Iowa from 1,000 to 1,500
Davenport, Iowa from 2,000 to 3,000
Fort Smith, "from 1,200 to 2,000
Fort Smith, "from 1,200 to 2,000
The head blocks to be made in accordance with the specifications, and to conform strictly to the samples, both of which may be seen at the offices of the Depot or Chief Quartermasters at Boston, New York, Philadelphia, Pritisburg, Baltimore, Washington, Fortiess Monroe, Richmond, Rateigh, Newbern, Fayetteville, Charleston, Sa annah, Augusta, (Ga), Tailahassee, Mobi'e, New Orieans, Galvesion, Vicksburg, Memphis, Nashville, Chattatooga, Muffretsboro, Louisville, Cairo, Chicago, Jefersonville, Columbus (Ohio). Cincinnata, Detroit, St. Louis, Fort Leavenworth, Omaha, Luttle
Rock and an Francisco. (Bids for san Francisco.
will be received until December 31, 1835.)
3. They will be about nine 31 troubes high from from 15 000 to 20,000

troit, St. Louis, Fort Leavenworth, Omaiia, Little Rock and can Francisco. (Bids for san Francisco will be received until December 31, 1883.)

3. They will be about nine (3) inches high, from ten (10) to twelve (12) inches long, and from three and a half (3) to four and a half (4) inches wide, with a flange around the bottom. They will be hollow, and will have a number cist on the back, and an inscription of the name, rank regiment, arm, company, or corps, and date of leath of the deceased, cast in raised letters on the top. They must be cast of good stove-plate from, weigh not less than twenty [20] pounds each, and be coated thoroughly by dipping in melted zinc. ping in melted zinc.

4. Separate bids are invited for delivery at each place; and in case the same parties offer to supply more than one locality, it is out to be stand as what day what the control of the control of

reduced price the articles would be stated at what increased number.

reduced price the articles would be turnished in the increased number.

5. Each bid must be accompanied by a good and sufficient guarantee or at least two responsible parties, that the contract, it awarded, will be faithfully at d promptly executed. (the responsibility of the guaranters must be shown by the official certificate of the clerk of the nearest District Court, or of the United States District Attorney.)

6. The Government reserves to itself the right to reject all bids, it unsatisfactory; and to delay the award not later than the first of January, 1807; and also, in some instances, to change the points of delivery of a portion of the head blocks, in which case a reasonable allowance for increased, or deduction for dominished, transportation will be made.

7. The time of delivery to be subject to future arrangements, sufficient time being allowed after the lists of names are furnished to the contractor.

8. The articles must conform rigidly to the sample, and will be subject to such inspection at the point of delivery as the Chei of the Bureau may direct.

9. The full name and Post Office address of the

direct.
9. The full name and Post Office address of the bidger should appear in the proposal.

10. Proposals should be plainly endorsed 'Proposals for Iron Head-Blocks,' and be addressed 'To the Quartermaster-General U. S. A., Washeington, D. C. M. C. MEIGS.

Quartermaster-General, Brevet Major-General U. S. A. AMERICAN LEAD PENCIL COMPANY NEW YORK.

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